



## L-A Bicycle Pedestrian Committee Agenda Community Conference Room

Auburn City Hall

October 9<sup>th</sup>, 2013

5:00pm – 6:00pm

5:00pm – Intro, Updates, Approve Minutes

-MDOT and Veterans Bridge

5:10pm – Best Practices Manual, Sidewalk Policy

- Funding?
- Below is an example of the most basic elements a best practices manual would offer. We may wish to discuss the use of such a matrix in the meantime, which is also useful for the discussion of a sidewalk policy.

Recommended Complete Street Proportions and Widths

	Urban Neighborhood (Local) Streets	Suburban Neighborhood (Local) Streets	Rural Road (Major or Minor)	Urban Collector Roads	Low Speed Arterials	Moderate Speed Rural Collector	Moderate Speed Arterial	High Speed Rural Arterial
Speed Limit	25 mph	25 mph	25-35 mph	30-35 mph	25-35 mph	35-40 mph	35-40 mph	45-55 mph
Daily Traffic Volume	Less than 1,000	Less than 1,000	1,000 – 4,000	1,000 – 4,000	4,000 – 10,000+	Less than 10,000	Over 10,000	Over 10,000
Each vehicle travel lane width	9'-10'	9'-10'	11'	10'-11'	10'-11'	11'	11'	11'-12'
Shoulder width – each side	2'-4' not striped	2'-4' not striped	3'-5' striped on major roads, 1'-2' unmarked on minor roads	4'-6' striped, or 7'-8' striped for parking	4'-6' striped or 7'-8' striped for parking	3'-6' striped	4'-8'	6'-10'
Number of Lanes	1 to 2	2	2	1 to 2	1 to 4	2	2 to 4 lanes	2 to 4 lanes
On Street Parking	Yes	Yes	Permitted	Yes	Permitted	Undesirable	Undesirable	No
Bicycle Facility	Bicycle shares vehicle lane, unmarked or sharrow when connecting major bicycle routes	Bicycle shares vehicle lane/shoulder	Unmarked	Marked in shoulder or exclusive 5' bike lane if adequate room allows	Marked in shoulder or exclusive 5' bike lane if adequate room allows	Marked exclusive 5' bike lane with buffer or 8'-10' separated multi- use facility	Marked exclusive 5' bike lane with buffer or 8'-10' separated multi- use facility	Marked exclusive 5' bike lane with buffer or 8'-10' separated multi-use facility
Sidewalks	5' - 8' with green esplanade where possible	Pedestrian shares vehicle lane/shoulder	Use shoulder or gravel/green edge of right- of-way	5'-8' with green esplanade where possible	5'-8' with green esplanade where possible	One side of street 5' or 8'-10' separated multi- use facility	5'-8' sidewalk with green esplanade or 8'- 10' separated multi-use facility	5'-8' sidewalk with buffer or 8'-10' separated multi-use facility

Standards adapted from MaineDOT's 'Sensible Transportation Document' section on "Applying the 4Ds at the Three Geographic Levels"

5:30pm – Capital Improvement Projects

-Lewiston:

**College St Sidewalk** – unfunded

**Sabattus St Signals** upgrade – funded

**Lisbon St Rehab** (chestnut to main) – funded  
**3 signals on Lisbon** – funded  
**Main St traffic management improvement** – funded (Mardens to Stetson)  
MTA is rebuilding **old lisbon road** over turnpike – funded  
**Simard Payne Bike Ped Path** to connect Little Canada Park - unfunded  
**Riverside Greenway** trail – funded and permitted  
**Exit 80** upgrade – funded with no match  
**Bartlett** (east ave to college) Mill and Fill – Funding Recommendation is for FY15  
**River Road** (Lincoln to private to Alfred Plourde) – funding recommended for FY16  
**Lisbon St** (West Minster to Adams) mill and fill – funded for FY14  
**Pond Rond** (Golder to Pineview) rehab – funded locally for FY14

Auburn:

Capital Improvement Plan is only for FY14

**Resurface and Reclaim:**

**Lake Street** – Park Av to Urban Compact – 4600 feet - reclaim and pave to existing width (24 feet +). Reconstruct existing sidewalk and extend to Colonial Way.

**Hotel Road** – Minot Av to Stevens Mill Rd – 2300 feet - reclaim and widen to 30 feet. 11' travel lanes & 4' shoulders.

**Mill Street** – Ninth St to outer Broad St – 2450 feet - reclaim and pave to existing width (24 feet +/-).

**Holbrook Road** – North Auburn Rd to Minot town line – 5800 feet – reclaim and pave to existing width (24 feet +/-).

**Manley Road** – Minot Av to Rodman Rd – Surface pave constructed in 2013. Width 30 feet.

**Reconstruction:**

**Whitney Street** – Center Street to Frenchs Lane – 2800 feet – reconstruct to same width (28 feet). Reconstruct sidewalks. Connecting streets to Turner St will be reconstructed as budget allows.

**Maine DOT:**

**Riverside Dr** – Broad Street to Vickery Road – reconstruct and overlay – 34 feet wide Broad to cemetery with 8 foot parking lanes where needed. Existing width cemetery to Vickery. ???

**Park Avenue** – Park StreetSchool to Lake Street – 2150 feet – reconstruct with drainage & sidewalk on west side.

**Park Avenue/Mount Auburn Avenue intersection** – reconstruct with dedicated turn lanes. Associated project PW construct turnaround on Summer Street to make section at intersection with Mount Auburn Av oneway inbound.

6:00pm – Adjourn